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Arizona Corporation Commission  
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**BEFORE THE ARIZONA CORPORATION COMMISSION**

COMMISSIONERS

- SUSAN BITTER SMITH, Chairman
- BOB STUMP
- ROBERT L. BURNS
- DOUG LITTLE
- TOM FORESE

ORIGINAL

13 IN THE MATTER OF THE APPLICATION  
 14 OF ARIZONA PUBLIC SERVICE  
 15 COMPANY, PURSUANT TO ARIZONA  
 16 REVISED STATUTE § 40-252, FOR AN  
 17 AMENDMENT OF ARIZONA  
 CORPORATION COMMISSION DECISION  
 NO. 67828.

Docket No. L-00000D-04-0127-00000

**ARIZONA PUBLIC SERVICE  
 COMPANY'S SUPPLEMENTAL  
 FILING RE: TIMING**

18  
 19 On November 3, 2014, Arizona Public Service Company ("APS" or "Company") filed  
 20 an application to amend Decision No. 67828 ("CEC 127") requesting a five year term  
 21 extension (for each circuit) to complete this entire project and notifying the Arizona  
 22 Corporation Commission ("Commission") that the Trilby Wash 230kV substation has been  
 23 built on a 15-acre parcel of land. On May 5, 2005, the Commission granted CEC 127  
 24 authorizing APS to construct approximately 25 miles of double-circuit 230kv transmission  
 25 line with a 69kV underbuild, a 230kv substation (Trilby Wash/TS1), and a 500/230kV  
 26 substation (Sun Valley/TS5) (collectively, "the Project").  
 27  
 28

1 APS files this supplement to clarify the in-service dates for the Project facilities and  
2 explain why it is critically important that a segment of the certificated line goes into service  
3 as planned by June of 2015. In its application to amend, APS requested a five year extension  
4 of the deadlines to complete the first and second circuits of this double-circuit 230kV line and  
5 associated facilities.

6 APS is constructing and energizing the first circuit of this approximately 25 mile  
7 230kV line in two segments staggered over time. The first segment begins at the corner of  
8 Olive Avenue and Loop 303, and continues to the Trilby Wash substation, located at 195<sup>th</sup>  
9 Avenue and Deer Valley Road ("Segment 1"). Segment 1 is presently under construction and  
10 needs to be in-service by June of 2015 for reliability reasons. The second segment begins at  
11 the Trilby Wash substation and terminates at the Sun Valley substation, located near 290<sup>th</sup>  
12 Avenue and Beardsley Road ("Segment 2"). Segment 2 is currently planned to be in-service  
13 in 2016. The map attached as Exhibit A illustrates the location of the line and the planned  
14 in-service dates. According to APS's current Ten Year Plan, the timing for completing the  
15 second circuit will be evaluated in the future.

16 Constructing and energizing the first circuit of Segment 1 by June 2015 is time-  
17 sensitive because this segment of the line is necessary for system reliability before the  
18 upcoming summer season. Completion of the first circuit of Segment 1 is necessary to  
19 prevent outages in the event of disruption of the 69kv system in the area. As illustrated on  
20 the map attached as Exhibit B, a disturbance<sup>1</sup> in the Surprise to Javelina 69kV line, for  
21 example, would likely cause the area reflected in green on the map to experience an outage.  
22 Completion of Segment 1 prevents this occurrence. Put another way, if Segment 1 is not in-  
23 service by June 2015, and the surrounding 69kV system experienced an outage, APS would  
24 have to drop local load due to the overloading of the 69kV lines in the vicinity resulting in an  
25 electrical outage affecting many customers. The map attached as Exhibit C illustrates how  
26

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27 <sup>1</sup> Disturbances to the 69kV system can be caused by storms, wind, physical damage to structures from vehicles,  
28 equipment failure, animal contacts with equipment, and other unplanned outages such as the need for other contractors or  
work crews to work near the line.

1 Segment 1 – the TS2 to Trilby Wash substation portion of this project – would increase  
2 reliability and significantly lower the risk of overloading the 69kV distribution system.

3 It is for these and other reasons that APS opposes any attempt to relocate or move this  
4 line at this time. All the relevant land, permits and right of way have been obtained for the  
5 certificated corridor and construction is nearly complete. Further delay will put reliability at  
6 risk.

7 **RESPECTFULLY SUBMITTED** this 11<sup>th</sup> day of February, 2015.

8  
9 By:   
10 Melissa M. Krueger  
Linda J. Benally

11 Attorneys for Arizona Public Service Company

12 **ORIGINAL** and thirteen (13) copies  
13 of the foregoing filed this 11th day of  
14 February, 2015, with:

15 The Arizona Corporation Commission  
16 Hearing Division – Docket Control  
17 1200 West Washington Street  
Phoenix, Arizona 85007

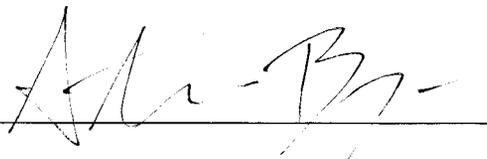
18 **COPY** of the foregoing hand-delivered  
19 this 11<sup>th</sup> day of February, 2015, to:

20 Janice Alward  
21 Chief Counsel, Legal Division  
22 Arizona Corporation Commission  
1200 West Washington Street  
Phoenix, Arizona 85007

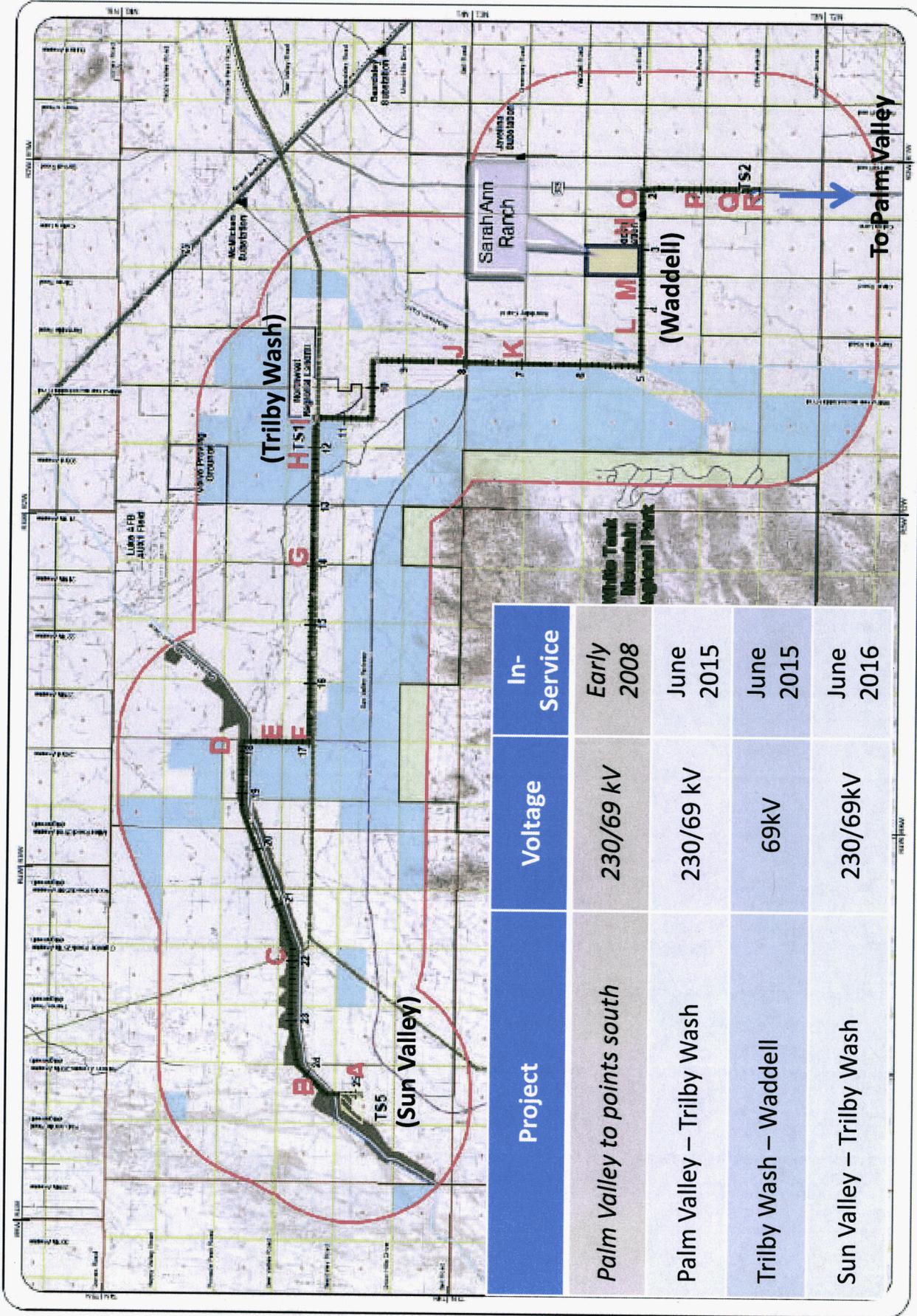
23 Steve Olea, Director  
24 Utilities Division  
25 Arizona Corporation Commission  
1200 W. Washington Street  
26 Phoenix, Arizona 85007

27 **COPY** of the foregoing mailed this  
28 11<sup>th</sup> day of February 2015, to:

1 Attorney General's Designee  
2 Arizona Power Plant and Transmission Line Siting Committee  
3 Siting Committee  
4 PAD/CPA  
5 1275 West Washington Street  
6 Phoenix, Arizona 85007  
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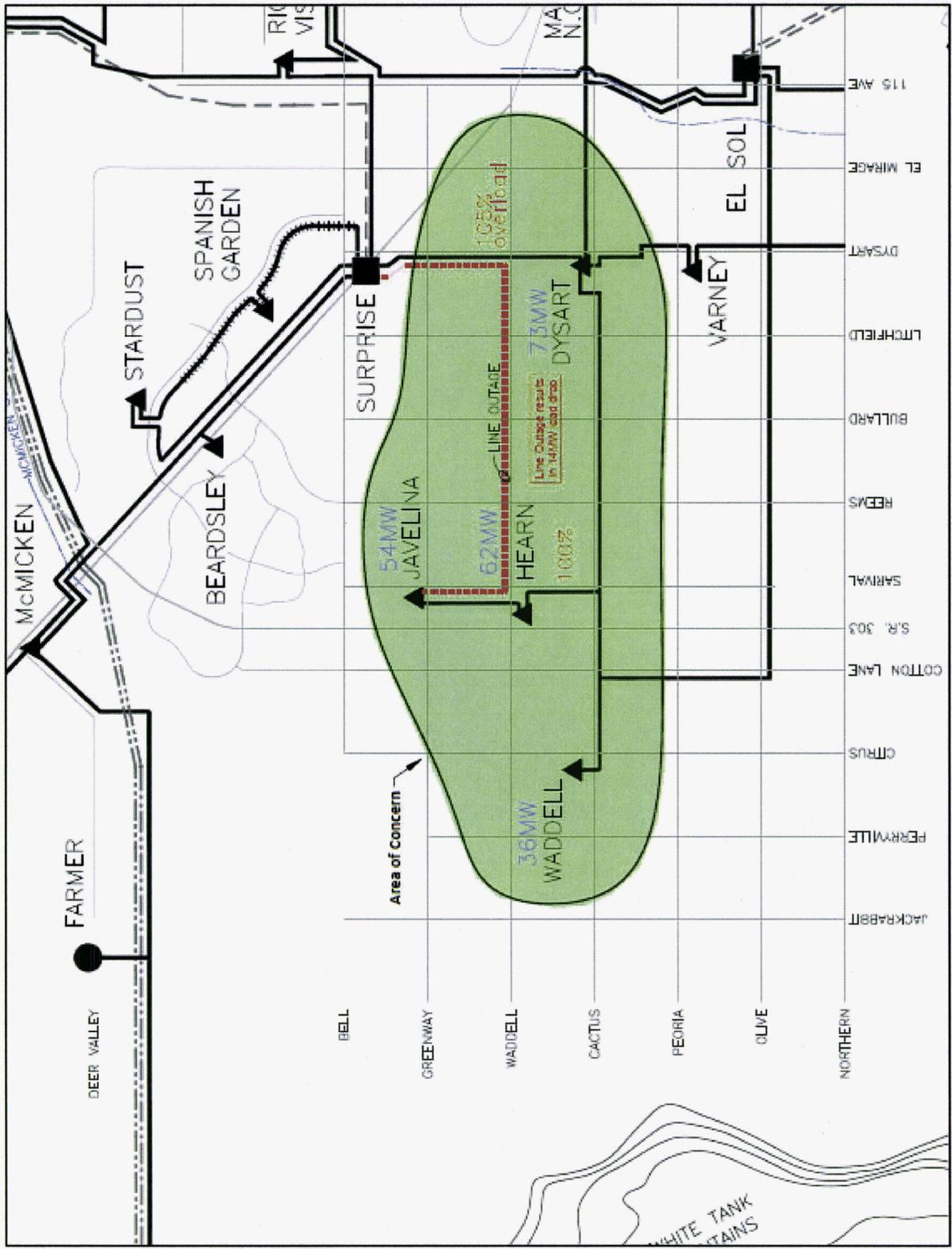
A handwritten signature in black ink, appearing to be "A. B.", is written over a horizontal line on line 26.

**EXHIBIT A**



**EXHIBIT B**

# Overloading the 69kV system creates broader load-serving issues



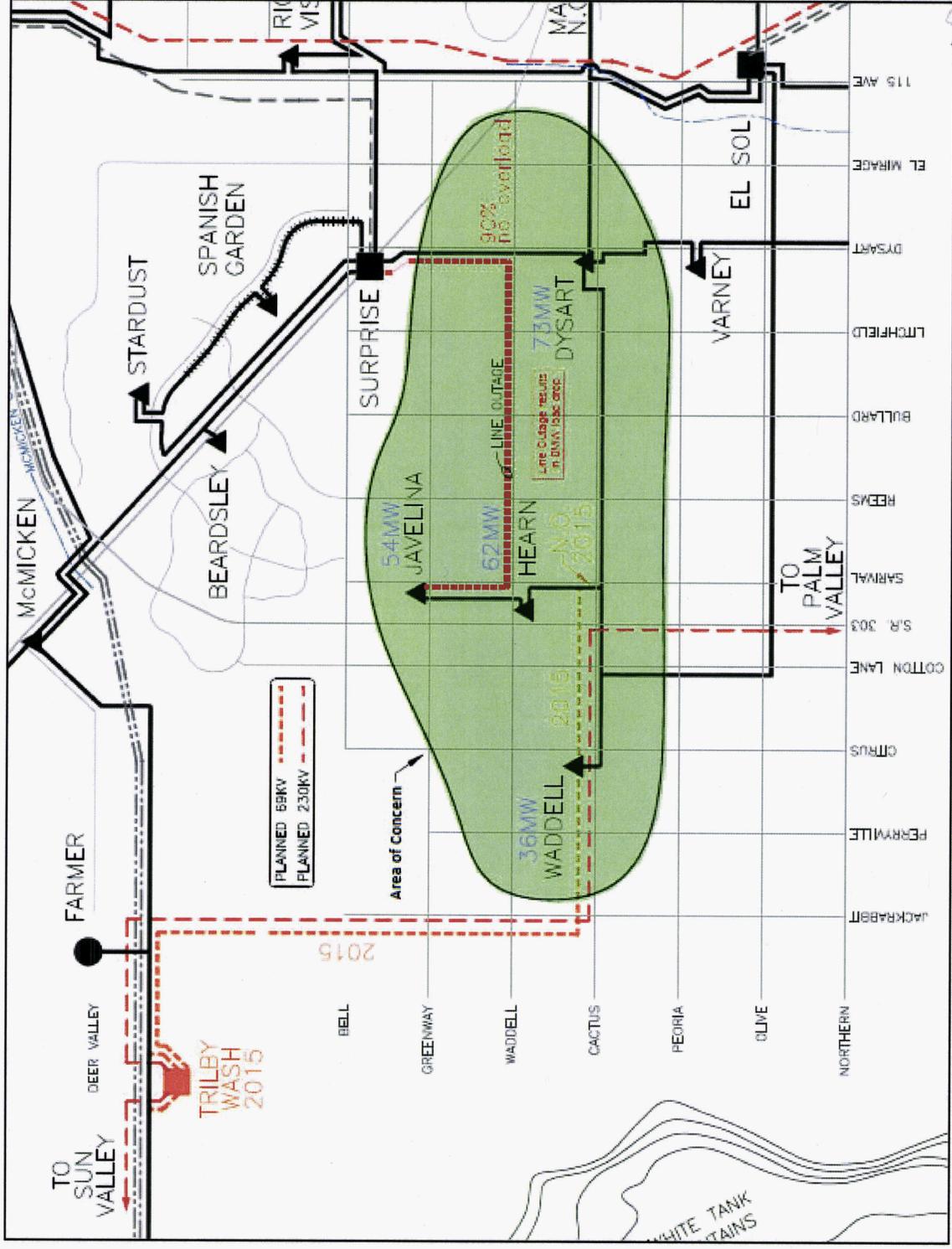
Areas in GREEN would be impacted by an outage of the Surprise-Javelina 69kV line

The Surprise-Dysart line would be overloaded (105%) and APS would have to drop 14 MW of local load

The Hearn-Hearn Tap segment would also be fully loaded

**EXHIBIT C**

# New 230kV and 69kV in this area increases reliability and lowers the risk of overloading the local system



With the new 230kV and 69kV facilities, an outage to the Surprise-Javelina 69kV line results in no load drop.

The Surprise-Dysart 69kV line also is now only 90% loaded